

3 Summary of Major Issues Identified and Overall Responses

3.1 Consolidation Methodology

3,099 submissions were received in different formats during PE2. To facilitate comments compilation, a comprehensive coding system was applied to categorise the source and the type of comments received. Frequency of the comments were counted and recorded. The results of the compilation were then consolidated and categorised under different topics such as development intensity, land supply, housing and community facilities etc. In this way, all comments related to the same issue are presented side by side with its corresponding frequency for further analysis.

To avoid double counting of the comments, which would affect latter analysis, identical submissions received by multiple sources are checked and counted as one submission - i.e. if a submission was sent through both email and fax, it would be counted as one submission instead of two. Furthermore, if a submission was received twice (or more) through the same source, it would also be counted as one submission.

3.2 Development Needs and Planning

Major Issues

There was a broad consensus for further development in Tung Chung as soon as possible to revitalise the local economy and to stimulate economic growth, despite some views suggesting that the existing problems in Tung Chung (e.g. lack of good connectivity, community facilities, job opportunities, etc.) should be addressed first.

The public requested for sustainable development for the Tung Chung expansion under a holistic approach, better integration of the East and West, capitalisation on the geographic bridgehead location of Tung Chung, and reinvigoration of the economic vibrancy of Tung Chung.

There were suggestions that the new town extension should not be dominated by housing development but should also focus on commercial and tourism growth.

In terms of housing development, various views on Public/Private housing mix were noted and, in principle, the public agreed on the need for a balanced housing mix.

The public urged for a better building design and avoidance of any possible “wall-effect” residential development especially along the coastal area. The key stepped building design, view corridor inclusions were largely supported and welcomed.

There were comments that the population targets should be reviewed in order not to overload the carrying capacity of the existing infrastructure.

Overall Responses

The broad consensus of the public to expedite further development of Tung Chung was well received. There were supporters for both Theme 1 Livable Town and Theme 2 Economic Vibrancy, and the requests for balancing the development proposals for both theme 1 and Theme 2 were also noted. The public's concern on connectivity, community facilities and job opportunities will be discussed in the following section.

The public's request for sustainable development matches with the planning and design principles for the Initial Options and draft RODP. On economic terms, the draft RODP will maintain a strong and diversified commercial component and will take into account the opportunities brought by the bridgehead economy and complimentary development proposals around. The provisions of more than 853,000m² of commercial GFA and about 40,000 job opportunities were well supported by public in the PE2. On social terms, the draft RODP will ensure the provision and distributions of community facilities are well designed; with a housing ratio in-line with policy direction, and the adoption of a socially inclusive and human-scale design in the draft RODP. On environmental terms, in response to the public comments in PE2, the proposed 14ha reclamation in Tung Chung West has been abandoned; the ecologically sensitive areas of Tung Chung Valley, Tung Chung Bay and near Tai Ho Bay have been carefully planned and will be key areas of concern in working out the draft RODP.

In developing the draft RODP, the Study Team has aimed to provide a balanced land use provision in the new town extension. Indeed, less than 40% of the proposed land use will be for residential purpose, the others will be for open space, conservation related use, GIC use, commercial use, existing village, roads and utilities etc. Apart from the need to cater for the rising housing demand in Hong Kong, a total of about 853,000m² commercial GFA has been proposed with office (500,000m²), retail (Local: 148,000m² and Regional: 155,000m²) and hotel (50,000m²) components to ensure economic vibrancy and capture the opportunities with surrounding developments. Regarding the public:private housing mix, the draft RODP has taken into account the latest direction recommended by the Long Term Housing Strategy for at least 60:40 housing mix for the new town extension to cater for the territorial need.

Urban design principles raised by the public are in-line with the planning and design principle for the draft RODP. Stepped building height from inland towards the waterfront will be maintained. In Tung Chung East, view corridors will be incorporated within the open space network maintaining a north-south visual linkage from the metro core area towards the waterfront. In Tung Chung West, view corridors will be maintained to ensure unobstructed views from key features such as Hau Wong Temple, Tung Chung Battery and Tung Chung Valley. Various non-building areas (NBAs) are also assigned in the draft RODP for air ventilation and visual openness. The Study Team has made reference to the latest Sustainable Building Design Guidelines and Urban Design Guidelines in the preparation of the draft RODP to avoid "wall effect" developments along the coastal area as far as possible. Quality design will be pursued in order to achieve a pleasant townscape.

The Study Team has reviewed that the future capacity of infrastructures will be able to support future population increase.

3.3 Tung Chung East

Major Issues

The majority of the stakeholders support the proposed development on the Tung Chung East reclamation area.

Most people support high-density development near the core area or around the transportation hubs.

Comparing to Tung Chung West, there is relatively less concern on the proposed 120ha reclamation in Tung Chung East. The concerns include environmental impact during construction, visual impact of the new development on reclaimed area, impact on the ecology in Tai Ho Inlet, cumulative impact on marine ecology and Chinese White Dolphins due to proposed development in Tung Chung and other projects nearby, narrowing of the navigation channel and impacts on water flow near Tai Ho Inlet. There are also standard submissions that suggest reducing the extent of reclamation in Tung Chung East.

In terms of the initial land use options, public preference on Theme 2 Economic Vibrancy is demonstrating in qualitative views received from written submissions, focus group meetings and public engagement events. From the quantitative findings from the Opinion Form (Questionnaire) and the Comment Form distributed at the Public Forum, it has shown that public preference is on Theme 1: Livable Town. Notwithstanding this, not all the features for both Theme 1 and Theme 2 are embraced by the public and instead, many commenters consider it more prudent to adopt a hybrid development of Theme 1 and Theme 2.

There are diverse views on the need, scale and location of the marina proposed under Theme 2. Most stakeholders believe that marina development would only benefit the affluent minority while others argue that marina could enhance the economy of Tung Chung and make Tung Chung a more interesting recreation and tourism destination.

Overall Responses

Broad acceptance for development in Tung Chung East reclamation was well-noted. With the general support received from the public, the draft RODP will continue to pursue a transport-oriented development approach for high-density development proposed to be within the catchment area of the Tung Chung East Railway Station to maximise convenience provided by public transport. A Public Transport Interchange is also proposed near the Railway Station to further enhance the role as a transportation hub at the Metro Core Area.

The establishment of the 120ha reclamation, in terms of scale and extent in Tung Chung East is indeed supported by technical assessments, and has already taken into account the various public concerns, including impact to Tai Ho Inlet, marine ecology, Chinese White Dolphin and navigation channel. In terms of other environmental concerns such as construction impact, it will be carefully assessed and countered with mitigation measures, if necessary, in the on-going EIA process. Visual impacts brought by new developments in Tung Chung East can be avoided by designation of planning and design measures, such as control on building height, provision of visual corridors and NBAs and other special requirements for areas with interface with existing developments in Tung Chung.

The draft RODP comprises a hybrid of the Initial Options, taking into account the public comments and preferences on various features of both Theme 1 and Theme 2.

Given some public concerns on the potential impact for the proposed marina to the Tai Ho Inlet, the marina is proposed to be relocated from the eastern-end of the Tung Chung East reclamation to the northern-tip of the reclamation. The scale of the marina has also been reduced from 350 boats to about 95 boats.

It has been confirmed that the proposed location of marina on the draft RODP will not affect the navigation channel to the north of the Tung Chung East reclamation. The proposed marina and its clubhouse facilities will be incorporated into the design of the waterfront promenade and the waterfront park, as well as to synergise with the adjacent retail and hotel facilities to form a vibrant commercial hub at this northern part of Tung Chung East reclamation.

3.4 Tung Chung West

Major Issues

There is strong opposition from the majority of the public regarding the proposed reclamation in Tung Chung West. The public express concern that the proposed reclamation would result in adverse impact on the ecology of the nearby Tung Chung Bay. They are also concerns that the proposed reclamation would affect the water flow, thus, deteriorating the current odour problem near Ma Wan Chung. Other concerns expressed by the public also include impact on the livelihood of the fishermen, and the future residential development on the reclaimed land might create wall effect and block sea views.

Some standard submissions object to private housing development near the Tung Chung Town Park.

The public generally support the revitalisation of Ma Wan Chung village.

Comments received on development scale and land uses in Tung Chung Valley are mixed:

- The villagers oppose zoning the area around the existing villages as Green Belt, as such zoning could restrain the development potential of the area. Instead, they suggest that the areas should be zoned as Residential, Agriculture, G/IC and Recreation.
- Some stakeholders (e.g. Island District Council, the villagers, private companies, etc. suggested that the Government should explore and develop all available fallow agricultural land rather than carrying out reclamation to provide developable land. Some stakeholders had expressed interests and proposed to develop some sites (e.g. a hill slope at Nim Yuen Village, an area between Lam Che Village and YMCA of HK Christian College, etc.) for other uses (e.g. religious and tourism purposes with an organic farm and a memorial hall) and expressed oppositions to the proposed zoning of Green Belt, Conservation Area and Agricultural for particular sites.
- There are mixed views on the future plot ratio for Tung Chung West development, some public support higher plot ratio while some do not.

For example, 關注東涌發展大聯盟 suggests that the proposed plot ratio of 1.5 near the Tung Chung West railway station should be increased to fully utilise the potential brought by the anticipated improvement on transport connectivity in the area. 關注東涌發展大聯盟 also suggests developing commercial facilities on top of the proposed railway station in Tung Chung West. There are objections to the proposed development plot ratio near Shek Mun Kap and the Prajna Dhyana Temple, and requests for a lower development density in the area. Stakeholders worry that the future development will destroy the natural scenery and the tranquil rural setting near the temple, and possibly cause air pollution. The temple goers also point out that their daily religious operations may possibly create nuisance to the nearby future Tung Chung extension residents.

- The Buddhist Navigation Vihara proposed to develop Tung Chung West into a new recreational tourist spots under the theme with Buddhism characteristics, and zone the area around Prajna Dhyana Temple as G/IC and to retain the existing view from the temple. They also had plans to provide community services such as elderly care and to promote organic farming.
- Green Groups are concerned that the areas with high ecological values will be adversely affected by the human activities arising from nearby developments. They urge for preservation of the important ecological assets, including the Tung Chung River, Tung Chung Bay, Fung Shui Woodland, etc. They support the proposed Conservation Area and Green Belt shown in the PE2 consultation document. They are, however, worried about the potential conflict between the Green Belt and the nearby villages. They also urge the Government to proceed with the gazettal of the DPA plan to prevent destruction of the areas with high ecological value.

Overall Responses

In response to the public objections against Tung Chung West reclamation, one key feature of the draft RODP is to abandon the 14ha reclamation in Tung Chung West. Given the ever-increasing housing demand at the territorial level, the loss in flat number from the Tung Chung West reclamation will be compensated in other parts of the TCNTE as far as possible.

In response to the support for revitalising Ma Wan Chung village as a tourist spot, the Study Team has proposed necessary infrastructure support (e.g. in terms of provision of car parking facilities) to facilitate its revitalisation.

Regarding Tung Chung Valley, the detailed design of the draft RODP has taken into account of the villagers' comments in that the areas around the existing villages having potential for agricultural uses are proposed for designation as "Agriculture" zone. Moreover, in response to some villager's comments to further explore areas in the Tung Chung Valley for residential purpose, the Study Team has further reviewed areas with development potentials in Tung Chung Valley and has proposed two additional plots of land (total approx. 3ha) to the west of the Tung Chung River (to the north and south of Nim Yuen, zoned as R4 in the draft RODP) for low-rise residential development up to PR0.75 compatible with the local character.

In determining the proposed land uses and development intensity in the Tung Chung Valley, the Study Team's approach is to first eliminate development in the areas with conservation value (such as on two sides of the Tung Chung River, the Tung Chung Estuary and fung shui woodland), landscape value, agricultural potential and existing village settlements. New developments in Tung Chung Valley will take into account the conservation of precious features of the valley in determining the appropriate development intensities. It is considered that PR0.75 and PR1.5 along the Tung Chung River are the optimised development intensity taking into account the above.

In order to maximise the efficiency of the Tung Chung West Railway Station, a PR6 subsidised housing site and a PR5 subsidised housing site have been proposed along the Tung Chung Road. The locations are not only well served by both railway and the Tung Chung Road and are also away from area of high ecological value. Furthermore, their locations immediately adjacent to a hill are more compatible for high-rise development which may form a backdrop for taller buildings.

In response to comments on development around Prajna Dhyana Temple, there is a re-arrangement of land uses around the temple. A G/IC site is designated for the Prajna Dhyana Temple on the draft RODP in accordance to the land entitlement of the temple, where the temple's planned facilities could be provided within the zoning. The area around the temple will be designated as GB, which is also a response from the need to extend the originally proposed GB southward for protection of the habitat of rare butterflies in Fong Yuen. Responding to temple's concern on the possible nuisance for temple chanting activities for future residents in the area, sensitive building disposition and self-protective design of residential building (mainly the PR5 subsidised housing Site) facing the temple will be adopted where necessary.

Regarding Green Group's request for a DPA plan covering Tung Chung Valley, the Study will put forward a draft RODP, based on which statutory plans will be prepared to provide planning framework to guide the remaining development in Tung Chung.

3.5 Community Facilities Provision

Major Issues

Community facility provision, as expected, garnered significant local community feedback. The public generally consider that the facilities are not evenly distributed in Tung Chung East and West, and in particular, the locals have pointed out that community facilities in Tung Chung West (e.g. Yat Tung Estate) are seriously lacking.

The public request for a balanced community facilities provisions in both Tung Chung East and Tung Chung West for the youth, the elderly and the ethnic minorities, for more recreation, leisure, civic amenities and all levels of education land uses. Need for the following facilities are mentioned by the public during PE2 including:

- Wet market / flea market / night market;
- G/IC complex and government offices;

- Community/ religious facilities (e.g. social welfare, Islamic Centre and Mosque);
- Recreational facilities (e.g. cricket, full size artificial ruby pitch with clubhouse, water sports);
- Local shops;
- Comprehensive cycling tracks within Tung Chung and connecting Tung Chung to other parts of Lantau for sports cycle training and for general commuter use;
- Library;
- G/IC facilities for the youth and the elderly;
- Hospital;
- Childcare centre;
- Recreational areas including beaches, water sports venues, water transport;
- Currently proposed location of the sports ground at Tung Chung East is not convenient to the people living in Tung Chung West. There are suggestions that the facilities should be located between Tung Chung East and Tung Chung West;
- The consulted educational parties and groups express that there is no imminent need for more educational facilities in Tung Chung. They advise that conventional primary and secondary schools are currently more than sufficient in Tung Chung. They are worried that additional provision conventional primary and secondary schools may lead to over-provision of classes. More tertiary education facilities, schools for other uses and school for special needs students could be considered.

Overall Responses

In the formulation of the initial options and the draft RODP, attention has been paid to the adequacy of GIC facilities provision, and also on its distribution and accessibility to target users. The proposed GIC facilities on our draft RODP are not only aiming to serve the future population in Tung Chung, it is also intended to serve the existing population and meet existing needs. In view of the public concerns on Tung Chung West, the draft RODP has carefully examined and proposed a generous provision of GIC facilities, recreation facilities and open space to serve the existing and planned population. For instance, in Tung Chung West, a sports centre, a GIC complex (for clinic and social welfare facilities), two primary schools, and two 7-a-side football pitches in Tung Chung West, together with the planned Sports Centre adjacent to the future Area 39 public rental housing site are proposed. Such provisions will provide the residents in Tung Chung West with a more balanced access to community facilities. Specifically, sports centres are planned at centre of population and/or incorporated within the open space network in both Tung Chung East and Tung Chung West to ensure the highest accessibility for future users.

More importantly, the connected waterfront promenade, cycling track and railway extension would improve the mobility for residents in Tung Chung West to other community facilities elsewhere in the new town.

The Study Team has explored the opportunity of water sports in Tung Chung (e.g. small boat uses and beach.). The high ecological value in Tung Chung Bay and the navigation channel immediately outside Tung Chung East reclamation pose significant limitation on the potential of water sports activities in both Tung Chung West and Tung Chung East respectively. Notwithstanding this, the proposed waterfront promenade and marina aim to provide different kinds of recreational spaces for the residents, including leisure walkway, jogging track, dining and shops, flea market, cultural facilities and outdoor plaza. The future design of the seawall will also aim to better connect the land and water in the future.

From our liaison with government departments, it is understood that wet markets run by the Housing Authority will be provided within two subsidised housing estates (i.e. Area 39 and Area 56) in the future development. While there is no solid plan for the provision of flea market/night market from the Food and Environmental Hygiene Department (FEHD), there are opportunities for these flea markets/night markets to be provided within the existing/planned open space in Tung Chung and its TCNTE on application to the Leisure and Cultural Services Development (LCSD).

From relevant government departments (Social Welfare Department and Government Property Agency), it is understood that there is no current demand for either a GIC complex and government offices in Tung Chung. However, reserve flexibility has been made for joint-user arrangements with the two proposed clinic facilities (one in Tung Chung East and one in Tung Chung West) for other social welfare facilities or government offices, if necessary.

Regarding the demand for religious facilities, such as an Islamic Centre and Mosque, it is understood that policy support from the relevant bureaux will be required prior to land reservation. Regarding other community facilities such as a library, GIC facilities for youth and the elderly, a childcare centre etc., the Study Team have made reference to the Hong Kong Planning Standards and Guidelines (HKPSG) and confirmation with the relevant government departments on the special requirement relative to Tung Chung's context. The North Lantau Hospital (Phase 1) commenced operation in late 2013, providing 180 hospital beds and the adjacent site has been reserved for its future expansion. LCSD has advised that they have no current plan for water-borne recreational activities in the Study Area. Nevertheless, we have attempted to enhance the land-water interface in Tung Chung East extension area by proposing a 95-berth marina development. Formulation of a comprehensive cycling network in the entire area of Tung Chung (connecting Tung Chung East, Tung Chung West with existing TCNT) comprises one of the most important connectivity tasks in the Study and is presented in the draft RODP.

The draft RODP has paid particular attention to encourage local shops by careful planning and design. Shop-fronts is a key feature in Tung Chung East which create a nearly continuous frontage of shops along the Linear Parks leading towards the waterfront, around the Central Green and waterfront promenade. This is to encourage "street life" and encourage small shops serving local needs and promotion of lively streetscapes and activities. These are proposed to be supported by designation of smaller street blocks throughout the draft RODP. Reference would be made to the similar development restrictions to facilitate shop fronts stipulated in the Tseung Kwan O and Kai Tak draft ROZPs, to add requirements on the draft RODP and/or Explanatory Statements for retail and

commercial activities to be developed along edges fronting major pedestrian corridors.

Regarding the various comments related to education facilities in Tung Chung, the provision of primary and secondary school facilities have been reviewed relative to the latest information from the Education Bureau. Land for tertiary institutes and other school uses has been reserved in the draft RODP, in response to public comments received.

3.6 Traffic and Transportation

Major Issues

In terms of traffic and transportation, numerous comments are received on the acute need to make use of the new town extension opportunity to upgrade the transportation and connectivity within the new town and to better connect with other parts of Hong Kong. It is suggested in public consultation exercises that sole reliance on rail development would not be adequate.

The two proposed additional railway stations are broadly welcomed in PE2 but notably many public comments remark that higher frequency of trains should additionally be provided.

Residents of the existing villages in Tung Chung West point out that the existing road connection between the village areas and to TCNT is generally insufficient, and they strongly request for well-planned local transportation system for better connectivity.

Public consultation further suggest that proper cycling paths should be provided connecting all areas within Tung Chung.

The public express concerns that the existing rail and road capacity may not be sufficient to cope with the proposed population, and hence request for detailed capacity study before deciding the target population extension.

Further, AAHK recommends investigating the feasibility of a spur line allowing an airport shuttle train service to be run between Tung Chung East and Hong Kong International Airport Station via the existing Airport Express Line.

There are other public suggestions such as considering implementation of electrification of the transportation system and green-road infrastructures to connect to the tourist facilities to develop Tung Chung into a green city for sustainable living and transportation, making use of the seven existing piers, developing a monorail system to improve the connectivity between Tung Chung and other parts in Hong Kong, etc.

Overall Responses

Traffic assessment has been conducted which indicates that the future rail and road capacity is sufficient to cope with the proposed increase in population.

The draft RODP has taken into account the public comments to provide rural roads to connect the various existing villages within Tung Chung Valley, to enhance the convenience and safety of local residents.

Formulation of a comprehensive cycling network within whole Tung Chung (connecting Tung Chung East, Tung Chung West with existing TCNT) comprises one of the most important proposed connectivity tasks in the Study and is presented in the draft RODP.

The Study Team has been working closely with AAHK on their latest development proposal on the North Commercial District (NCD) on the airport island, as well as their indicative shuttle train service via the Airport Express Line, and will continue the liaison with the AAHK in the course of the Study.

During the formation process of the draft RODP, various green initiatives, e.g. green linear park as road connection, central park, town park and cycling path connecting the tourist facilities have been incorporated. The existing pier within Tung Chung will also be maintained.

In order to encourage the use of railway as our key development principle for transit-oriented development, the layout of the draft RODP has been formulated with high density clustered near to the proposed railway stations. For distance further away from railway station (e.g. outside 500m radius from the proposed Tung Chung East railway station), the residents will be well-connected by linear parks extending from the Metro Core Area penetrating to the rest of the reclamation. Moreover, the entire TCNTE will be well-served by a well-planned public transport system and cycle track to ensure mobility. Notwithstanding the above, in order to further enhance the external connectivity of Tung Chung East and ease future traffic demand, a new road named P1 which will serve as the primary east-west connection to and from North Lantau Highway is proposed to the south of Tung Chung East.

Since one of the key intentions of this Study is to optimise land for providing residential unit and commercial space to serve the development need in the territory, it is not considered appropriate for the suggested electric transportation system and monorail system, which is likely to take up much land space and possibly sterilize land around the alignment for residential purpose due to safety and environmental concerns. Yet, as mentioned above, our proposed public transport network, cycle network and pedestrian network has already ensure efficient connectivity within the TCNTE as well as connection with the existing new town.

3.7 Environment

Major Issues

The majority of the public agreed on the preservation of the natural environment and protection of the high ecological value areas in Tung Chung West. The public urge for the conservation of Tung Chung River (including the channelised section) and Tung Chung Bay, as the areas are regarded by the public as sites of high ecological value.

Some appreciate that the Study has identified and proposed to preserve important ecological assets of the area.

The majority of the public opine that there should be no reclamation in Tung Chung West, and some are concerned that the reclamation and subsequent development will cause adverse impact on water and air quality.

Green Groups express their concerns about the impact on Chinese White Dolphins due to reclamation works. They point out that there are already reclamation works in progress in the vicinity and should more works are carried out there may be cumulative effects on the marine life and their habitats. There are also concerns about the cumulative impacts on the environment and marine ecology brought by the surrounding developments. The Conservancy Association demands for a comprehensive report on the cumulative impacts on marine habitat caused by all concurrent projects.

Overall Responses

The public's request for conservation of the natural environment and high ecological value features in Tung Chung West is well received in PE2 and the Study Team has shared the same vision in refining the draft RODP for the Tung Chung West area. CA zones have been designated to preserve Tung Chung River which is an Environmentally Important Stream, while CPA zones have been designated to preserve the Tung Chung Estuary. In addition, the mature woodlands will be protected by the GB zone.

Ecological surveys in Tung Chung West have been updated throughout the Study in defining the important areas for conservation for refinement of the draft RODP, in particular, the proposed GB zone in the Fong Yuen area has been proposed to be extended southwards to protect the habitat of the rare butterfly species. In addition, a comprehensive EIA Study is being conducted in parallel with the Study in confirming/detailing the conservation boundaries for the new town extension area and to ensure that the impact of the development can satisfy the corresponding statutory criteria, such as air quality, noise, water quality and ecology.

As mentioned previously, in response to the public objections received in the PE2, one key feature of the draft RODP (when compare to the initial options) is the abandonment of the 14ha reclamation in Tung Chung West.

With regard to the impact on Chinese White Dolphins (CWD), it is noted that based on Agriculture, Fisheries and Conservation Department's long-term monitoring data of CWD, the proposed reclamation area in Tung Chung East is well outside the habitat for CWD. Notwithstanding this, the Government has recently commissioned a separate consultancy to assess the cumulative impact of several potential developments in western waters on various key aspects including the CWD.

3.8 Cultural Heritage

Major Issues

It is largely agreed that preservation of the local cultural heritage such as Hau Wong Temple, Tung Chung Fort, Tung Chung Battery and the local villages is essential. There are suggestions on incorporation of these assets as part of a cultural tourism programme or within a wider tourism plan. In particular, revitalisation of Ma Wan Chung Village is suggested.

Overall Responses

The initial land use options presented in PE2 are consistent with public aspirations towards preservation of local cultural heritage in Tung Chung. Future

development will respect and will not affect existing heritage features such as Hau Wong Temple, Tung Chung Fort, Tung Chung Battery, as well as Fu Tei Wan Kiln, Tung Chung Game Board Carving on the site reserved for the town park. Consideration has been made to ensure compatibility of future development with these heritage features such as view corridors are retained in front of cultural heritages such as Hau Wong Temple, Tung Chung Battery and Shek Mun Kap Entrance Gate. Besides, development intensity of future development has been carefully considered to ensure harmony with the character of rural villages in Tung Chung Valley. The Study Team will also examine the potential for enhancing connectivity of these heritage features, which is integral to the character of Tung Chung, and possibly to integrate with the proposed cycling network.

Regarding Ma Wan Chung Village, the Study Team has proposed necessary infrastructural support (e.g. in terms of provision of car parking facilities) to facilitate its revitalisation.

3.9 Tourism Development

Major Issues

For comprehensive tourism development, a key issue identified during PE2 is a request for comprehensive tourism development. Public opinions agree that Tung Chung has great potential in developing tourism which could bring enormous economic benefits and create ample opportunities for both Tung Chung and Hong Kong. More facilities such as hotels, commercial premises and shopping malls are needed to facilitate tourism development. Connectivity in Tung Chung should be enhanced to cope with the future HKZMB and the MICE visitors in the area. Leisure tours such as eco-tourism and concert tours are also suggested.

Overall Responses

Supported by most of the public comments received in the PE2, the draft RODP will retain a major office node with retail components within TCNTE. This will complement the latest development proposals for hotel and retail developments in the North Commercial District on the Airport Island and potential retail facilities on the Hong Kong Border Crossing Facility (HKBCF) island. The new town extension will support tourism development and cater for visitors coming via the Hong Kong-Zhuhai-Macao Bridge (HZMB) and Tuen Mun – Chak Lap Kok Link (TM-CLK). The proposed marina and adjacent commercial uses at the northern tip of the Tung Chung East reclamation will also create other tourism attractions and a vibrant hub for Tung Chung.

Given the unique character of the Tung Chung West area, possessing a rich and diversified natural / scenic / cultural assets (such as Tung Chung River, Tung Chung Estuary and its mudflats, Tung Chung Battery, Tung Chung Fort, Hau Wong Temple and Ma Wan Chung Village), opportunities for leisure tours / eco-tourism have been considered in the draft RODP.

Together with the intention for a comprehensive cycling network and generously-designed linear open space network in Tung Chung, it is intended to link up these various tourism features within the TCNTE with the existing tourism facilities (such as Citygate Mall and Ngong Ping Cable car) to further consolidate Tung Chung's tourism role in North Lantau.

3.10 Job Opportunities and Local Economy

Major Issues

It has been suggested that Tung Chung has significant locational advantage due to its close proximity to various future major infrastructure developments, and shall be developed as a Bridgehead Economic Zone to capture this opportunity and improve local economy.

The public has opined that Tung Chung has great potential of developing into a business centre, the MICE market and this could be well integrated with the development of HKZMB and HKIA. Connectivity in Tung Chung should be enhanced so as to cope with the future HKZMB and the exhibition visitors in the area.

The public point out that many Tung Chung residents are unemployed due to mis-match in the skillsets needed in the area. The public call for more diverse job opportunities in Tung Chung that can match the local skillsets. For instances, more local business such as small street shops, commercial facilities including retail premises should be provided so that more different kinds of job opportunities could be created.

Overall Responses

Taking into account of the strategic opportunities for Tung Chung in the coming years, the Study Team has reviewed the latest development/proposals in Lantau and has maintained a diversified commercial provision in the TCNTE as proposed in Theme 2 Economic Vibrancy. This acknowledges that there are many public comments regarding provision of additional job opportunities in terms of quantity and diversity.

In-line with some public's comments for a business centre/ MICE market in Tung Chung, in the draft RODP, more focus will be put on the office component to form a "major office node" in Tung Chung (500,000m² GFA) to capture the strategic "bridgehead" opportunities brought by HZMB and HKBCF; maintain a regional retail component (about 155,000m² GFA) that is complementary to surrounding retail proposals such as North Commercial District and the potential retail development on the HKBCF island; as well as maintain the same provision of a 1000-room hotel (50,000m² GFA) in Tung Chung East. Together with the provision of various local retail activities to serve the residents, future job provision from the TCNTE is estimated to be more than 40,000 (based on a broad estimation of 1 job/20 m² of commercial GFA).

In response to public comments on the mis-match of skillsets for the existing residents and jobs in the HKIA, further liaison has been made with the EDB, and the draft RODP has proposed educational areas for territory institutes and other school uses which aim to provide opportunity for vocational / tertiary training that is specialised for the employment opportunities in the area.

Moreover, with the operation of the Third Runway of the HKIA, 79,000 additional jobs will be generated with a much higher proportion of labour-intensive jobs (50% when compared to 19.5% of the existing condition)¹, it is anticipated that job diversities in the wider area will increase in future.

¹ <http://www.hkairport2030.com/tc/information/pdf/supplements/20110610.pdf>

3.11 Others Comments

There are some suggestions received during PE2 which involve areas outside Tung Chung. Examples include:

- a) developments in other areas in Lantau (e.g. Siu Ho Wan / Lantau Logistic Park, Sunny Bay and Sha Lo Wan), and including them as part of this Study for supply of developable land;
- b) establishment of a Lantau Development Committee to enhance communication between the Government and the residents in Lantau;
- c) extending the cycle network to Yam O and other parts of Lantau;
- d) provision of transport connection between Tung Chung and the airport, and enhancement of transport provision in San Tau and other parts of Lantau;
- e) reduction of public transport fare;
- f) opening of Sky Pier in the airport for public use;
- g) provision of a suitable relocation site for Heliservices which is a private company; and
- h) request for public consultation on long-term population policies of Hong Kong;

Overall Response

With respect to developments in other areas in Lantau, there are other separately studies being conducted / planned by the Government. The Study Team has taken into account all the known development projects in formulation of the draft RODP, and will continue to consider any new information in the remaining study.

The Government has already established the Lantau Development Advisory Committee. The Study Team will consult the Committee in the forthcoming Stage 3 Public Engagement (PE3).

Regarding cycle network, the Study Team has proposed in the draft RODP extension of the existing cycle track within Tung Chung to the remaining area of Tung Chung within the new town extension boundary. The feasibility of further extending the cycle track to other parts of Lantau will be considered under separate studies such as those mentioned above.

On transport connection, the Government is separately assessing the feasibility of railway connection between Tung Chung and the airport. Provision of other modes of transport between Tung Chung and the airport as well as other part of Lantau will also be studied by relevant government departments as appropriate.

For those comments which are outside the scope of this Study (e.g. public transport fare, opening of Sky Pier, population policies, relocation of Heliservices, etc.), the Study team will pass them to relevant departments for consideration.